

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claim 1 (Currently amended): A system for alerting an aircrew of a dangerous situation occurring on an aircraft, the system comprising:

a plurality of fobs, each fob being carried by an authorized person located on the aircraft, the fob capable of transmitting a plurality of selectable ~~signal~~ signals, each selectable signal providing specific information on the dangerous situation within the cabin area; and

a cockpit display unit (CDU) for receiving signals sent from the transmitting fob, said CDU located within a cockpit of the aircraft and having a means for detecting an attempt to jam a frequency used by the transmitting fob to send the signal to the CDU;

whereby one of the authorized persons carrying the fob detects a dangerous situation, selects a selectable signal from the plurality of selectable signals, and sends a the selected signal from the fob to said CDU, said CDU providing an indicator to a cockpit crew and an alert signal to the plurality of fobs of the dangerous situation.

Claim 2 (original): The system for alerting an aircrew of claim 1 further comprising an antenna sending unit (ASU) located within a cabin of the aircraft, said ASU capable of communicating with each fob, said ASU forwarding any transmitted signals to the CDU.

Claim 3 (original): The system for alerting an aircrew of claim 1 wherein each fob is capable of transmitting a plurality of specific codes, each code correlating to a specific type of dangerous situation occurring on the aircraft.

Claim 4 (original): The system for alerting an aircrew of claim 1 further comprising means for relaying the signal sent from the transmitting fob to ground-based personnel.

Claim 5 (original): The system for alerting an aircrew of claim 4 wherein said means for relaying the signal includes emitting a transponder code from a transponder installed on the aircraft.

Claim 6 (original): The system for alerting an aircrew of claim 4 wherein said means for relaying the signal includes sending an ACARS message from an ACARS unit installed on the aircraft to ground-based personnel.

Claim 7 (canceled)

Claim 8 (canceled)

Claim 9 (original): The system for alerting an aircrew of claim 1 wherein the each fob, upon receipt of the alert signal from the CDU, provides an alert to the authorized persons.

Claim 10 (original): The system for alerting an aircrew of claim 9 wherein the alert is a vibrating alert from a vibrating mechanism embedded within the fob.

Claim 11 (currently amended): A system for alerting an aircrew of a dangerous situation created by a passenger within a cabin area of an aircraft, the system comprising:

a plurality of fobs, each fob being carried by an authorized person located on the aircraft, the fob capable of transmitting a plurality of selectable signals, each selectable signal providing specific information on the dangerous situation within the cabin area, wherein each fob includes a staging means providing multiple retransmission of the signal in a randomly timed spacing pattern; and

a cockpit display unit (CDU) for receiving signals sent from the transmitting fob, said CDU located within a cockpit of the aircraft;

whereby one of the authorized persons carrying the fob detects a dangerous situation created by a passenger within the cabin area, selects a selectable signal from the plurality of selectable signals and sends the selected signal from the fob to said CDU, said CDU providing an indicator to a cockpit crew of the dangerous situation and an alert signal to each fob, each fob providing an alert to each authorized person carrying the fob.

Claim 12 (original): The system for alerting an aircrew of claim 11 wherein the CDU sends a test signal to each fob.

Claim 13 (original): The system for alerting an aircrew of claim 12 wherein a fob provides an alert when the test signal is not received by the fob after a predetermined time interval.

Claim 14 (original): The system for alerting an aircrew of claim 13 wherein the test signal has a signal strength providing reception by each fob for a specified distance and wherein when the fob is carried beyond the specified distance, the alert provides an out-of-range indicator to the authorized person carrying the fob.

Claim 15 (original): The system for alerting an aircrew of claim 12 wherein the fob returns a status signal to the CDU providing information on the status of the fob.

Claim 16 (Currently amended): A method of alerting an aircrew located in an aircraft of a dangerous activity on the aircraft, said method comprising the steps of:

initializing a plurality of fobs to allow a cockpit display unit (CDU) located within a cockpit of the aircraft to recognize any signals transmitted by each initialized fob;

carrying at least one fob by a flight crew member during flight of the aircraft, the fob capable of transmitting a plurality of selectable signals, each selectable signal providing specific information on the dangerous situation within the cabin area;

wherein each fob includes a staging means providing multiple retransmission of the signal in a randomly timed spacing pattern;

selecting a selectable signal from the plurality of selectable signals by the flight crew member;

transmitting a the selected signal from the fob to the CDU, said signal being sent by the flight crew member when detecting a dangerous activity occurring aboard the aircraft;

displaying an indication on the CDU to the cockpit crew that a signal was sent from the fob;

broadcasting an alert signal to all the fobs to indicate that a dangerous activity has occurred aboard the aircraft.

Claim 17 (canceled)

Claim 18 (previously amended): The method of alerting an aircrew of claim 16 wherein the step of transmitting a signal to the CDU includes the steps of:

transmitting a the selected signal from the fob to an antenna sending unit (ASU) located on the aircraft; and

relaying, by the ASU, the signal to the CDU.

Claim 19 (original): The method of alerting an aircrew of claim 18 further comprising the steps of:

sending a test signal from the ASU to each fob to query the status of the fobs;

responding by each fob with a status of the fob to the ASU.

Claim 20 (original): The method of alerting an aircrew of claim 18 further comprising the steps of:

sending a test signal from the ASU to each fob to query the status of the fobs;

emitting an alert by each fob after exceeding a specified time period without receiving a test signal.